M&T NEWS

ROTHERHAM TROLLEYBUS 37, preserved by the S. O. E. S.

The Monthly Magazine of . . .

SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

M & T NEWS

July 1968 No.44

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SOCIETY NEWS

Our new venture - the SOES Model Trolleybus Systems,has been an overwhelming success(see note below) This means that earlier than originally anticipated we should have 231 on the road,and we hope we can announce her arrival in Sheffield in next month's issue.

The tour on 7th.July was,unfortunately,rather poorly supported,though enjoyed by all who attended.The 29-seat coach was driven by Mr.Andrew himself,and performed very well after 20 years in service.The visit to Herries Garage was especially ejoyable,our being taken for a run round the depot in both one of the PD2/Roe 1952 buses,and a Neepsend bodied Atlantean.

Please will you note that I (DEV) will be on holiday from 8th to 17th August inclusive,and during this period please send any urgent Society mail to Philip Hanwell at 121,Holmhirst Road,Sheffield,S8 OGW.

SALES DEPARTMENT NOTE. Because of some reorganisation please will you forward all future orders and enquiries for tickets,fleet lists,photos and all sundry items (NOT trolleybuses - see below) to our new Sales Assistant

P.Beardsley,59,HEELEY BANK ROAD,SHEFFIELD,S2 3GL.

We apologise for omitting the list of new photographs available from last month's issue - this is enclosed along with details of three further tram pictures and details of Chesterfield CT blinds for sale.

E.Wilson P.D.Fox.

S.O.E.S. MODEL TROLLEYBUS SYSTEMS At the time of writing a profit of over £30 has already been made on the sale of our model trolleybuses following the small advert in 'Buses' for July.This has meant that many members

are working very hard to make up the orders, which are arriving so fast that we cannot keep pace at present with new orders. Thus, unfortunately, we must announce that we are unable to accept any new orders after 25th. July for a period of about 1½ months. During this time we intend to clear the backlog of models to be dispatched, and to reorganise the production of models onto a far more efficient and greater scale, for the benefit of all who wish to purchase these. We will announce in M & T News when we can begin to take further orders. In the meantime if you have any queries concerning the models, or for orders up to 25th. July, please do not hesitate to contact me (D.E.Vickers).

The profit so far has been spent as follows : £20 outstanding on the purchase of 231, £8 duplicating paper and stencils, £6 rent for storage of 37. We anticipate that the profit received on orders up to 25th. July will almost cover the tax and insurance costs on 231, when we can begin making arrangements to run her again.

COVER PHOTOGRAPH. We are trying to have a different cover picture on next month's issue, depending on both holidays and expense. If not we will definitely have a change for September, by which time all the present covers will have been used up.

FURTHER ITEMS Available from M.J.Tales, 41, Holmden Avenue, Wigston, Leicester, LE8 2EG

1/3rd discount slips may be used on all the undermentioned items for sale.

1968 Ticket List. Well over 900 different tickets listed. Past and present Send 4d stamp (return postage).

Ticket Approvals. Selections by request. No obligation to purchase. Only 4d(return postage) for selection.

Timetables. 2d each Nickolls(Milford) (service to Greatrex Stafford).

3d each Derby COD June 1966 LTB Epsom Area July 1957, May 1959, Feb 1960, Feb 1963. Sutton Area May 1957.

4d each Associated M/ways 1961, 1964, 1964/5, '65 BMMO Leamington Area Oct 1963, '64, '65. May 1964, 1965 Shrewsbury Area May 1965 (See also page j)

-FLEET NEWS-

SHEFFIELD TRANSPORT DEPARTMENT

On Wed 10/7/68 the first of the 'B' fleet Park Royal bodied PDR1/3 was seen. It was 1104 and was delivered on trade plates 710 LB and was noted in Fargate, Barkers Pool and Division Street, the driver apparently missing his turning for Central Works. Others since noted are 1101/2/5-8. 1105-8 were delivered on 12/7/68 whereas 1101/2 possibly came earlier. They are similar to 140 in having a bumper (painted black) two-step entrance, and plastic one-man signs (as 3081 etc.) None are in service. Also 4 more Swifts are in service and are 26-9 (ch.nos. 2P2R184-7) are were delivered during the last week of June.

Swift 1020 suffered minor damage on Thurs 11/7/68 when one of the rear nearside windows was shattered through coming into contact with 525's offside mirror on pulling into Central Bus Station. It was taken out of service, but re-entered on rte. 45 on Sat 13/7/68.

A new fleetname has appeared on 350- possibly just an experiment. There is no coat of arms on the sides, and the wording is of a simpler design:-

S h e f f i e l d ---- in red
TRANSPORT ---- in blue

Route 81/2 are operated mainly by Park Royal atlanteans and it is doubtful whether additional MCW Atlanteans are operated.

On Sunday 21st. July 1968 rte. 11 (Dronfield Hill Top) was renumbered 55. The service number 11 is being reserved for the new Chesterfield service by-passing Dronfield centre. Further to last month's issue only one bus every hour will operate via this route to Chesterfield, all others keeping to the present route.

The following buses have been repainted : 342/50/52/60, 945/9/60, 3161. These and the following should be added to the list of vehicles without the red line : 184, 451, 1342/68, 964/84. 184 lost lts when the lower panels were repainted. Also 165 lacks the red line on the nearside only.

EB are conforming with other depots, and have started to paint wheels blue. Noted so far are - 153/7/84/6/91, 1392. All the repaints mentioned above have blue wheels - 3161 being the first forward engined bus to sport these after repaint. (269 received blue wheels as a matter of course). 823/86, 943/4 and 1017 are running in undercoat prior to repaint.

d)

Several route changes are announced. Rte. 49 will no longer turn right at Herries Road South, but follow Penistone Road and turn right higher up at Southey Green Road. Also, when the services are converted to one-man-operation rtes. 23 and 32 will be joined via Woodhouse Mill to form a circular service.

The Trade Union have been notified of the next route and vehicle conversions to one-man-operation, which are as follows:

EAST BANK : Rtes. 44,48,68,178,190,40,37,84,72(only some journeys),15,21,Motorway routes to Leeds etc.
Buses Single-entrance Swifts, present OMO buses, and some converted coaches, and Leopards on order.
Tickets electrically-operated Plessey

NOTE: Rte. 31 is not to be converted as yet.

GREENLAND : Rtes 23/32(new circular - see above),55(a revised terminus is to be introduced),85(some journeys only),121(improved service for Littledale residents).
Buses 23/32 rtes. dual-entrance Swifts.
55,85,121 - conversions from coaches.
Tickets electrically operated setrights on rte 85. Ultimates on all others.

HERRIES Routes Unknown as yet (possibly 7,16,18,57?)
Buses Atlanteans on order and conversions from older Atlanteans.

LEADMILL Routes Unknown as yet (possibly 12,512,22,86?)
Buses Atlanteans on order and conversions from older Atlanteans.

More buses have been transferred and are as follows:
1736/8-40 from EB to Gl (possibly 1737?)
505-11 from Gl to EB 1294/5 from Ld to Gl

Now withdrawn are:
6/68: 718-20,1780 7/68: 721-4/6/8/9/32

This renders extinct the 668-723 class of Weymann-bodied PD2/12, purchased for tram repalcement on the Ecclesall-Middlewood route.

The following were behind EB on 11/7/68(as supplied by Mr. Humpidge): MC62,26,708-23,1279,2183/6/9/91,1780. Also 724/6/8/9/32 were inside EB but have not had names painted out as yet.

OBSERVATIONS. 463 on 151,510 on 174,3150 on 92 all 12/6/68,3150 on 37,1297 on 56 both 13/6/68,20 on 41,176 on 51 17/6/68,3074 on 43 19/6/68,1011 on 33,24 on 52 both

21/6/68,3077 on 506,1403 on 95,21,273 on 52 all 24/6/68, 391 on 82,1010 on 20,1013 on 51,13 on 51 all 26/6/68,342 on 22,16 on 52 both 27/6/68,16 on 111,27 on 58,2178 on 60 all 28/6/68,1026 on 24,3153/62 on 75,20 on 52 all 1/7/68,25 on 99,498 on 95,3153 on 75 all 2/7/68,1022 on 70,1402/3 on 50,3160 on 119,1292 on 46,1296 on 11 all 4/7/68,896 on 20,922 on 20,22 on 71 all 6/7/68,27 on 60, 19 on 52 both 8/7/68,1010 on 61,1736 on 32,2180 on 4 all 9/7/68,3160 on 24,17 on 99,458 on 17,1026 on 35 all 10/7/68,515 on 151,3159 on 32,901 on 61 all 11/7/68,27 on 68(2-man crew,short working to Penistone),152 on 85, 364 on 1,767 on 75,1377 on 188,392 on 73,1373 on 53 all 12/7/68,751 on 27 17/7/68.Hr.keep appearing on rtes.150/1 (EB) viz:- 4/7/68 - 830 on 150,12/7/68 - 1003 on 150, 13/7/68 - 842 on 150.

A query has been received about the blinds fitted to the new Swifts whether they are specials or not.The 'B' fleet Swifts appear to have had theirs fitted when new as a trade photograph in the editors possession shows 1025 with the blinds set at Halifax-Sheffield X68.It is not known about those on the 'A' fleet Swifts.

LATE NEWS : 1109/10 were in Central Works at 3 p.m. on 15/7/68.40 Atlanteans have been ordered for the 'A' fleet.

R.Banks P.Ireland P.D.Fox D.Tummon
P.Beardsley P.Hanwell E.Wilson

SHEFFIELD UNITED TOURS A number of vehicles have been hired out recently viz:
25/6/68 - 349 to East Midland 11/7/68 - 331 to E.H.Sims, 366 to Law Bros. 312 to Hope Valley Coaches.

341 has had the silver strips removed from the sides but the red has also been lowered to the top of the wheel arches to make it like the new coaches.

8 more Plaxton bodied Reliances are on order.The fleet has now reached over 100 coaches.

R.Banks E.Wilson P.D.Fox P.Beardsley
P.Hanwell.

EAST MIDLAND

10 Willowbrook bodied Bristol LHL are on order.
R351-5 have been reinstated.They were withdrawn last December.Withdrawn are D106-13/15-7 of which D110 is a permanent driver trainer.

R.Banks P.D.Fox E.Wilson P.Beardsley
P.Hanwell.

f)

ROTHERHAM 12 Daimler Fleetlines are on order.10 will be 30ft.double-deckers with Roe bodies and 2 will be 33ft. single-deckers with Willowbrook bodies.

202 was withdrawn in 4/68.105 is now a driver trainer.

R.Banks, E.Wilson, P.D.Fox, P.Beardsley, P.Hanwell

DONCASTER Repainted are 154/5/8/82/4.174 has been fitted with small round reflectors on the rear.The Royal Tiger Cubs 46-55,are not expected to enter service until the end of August (this was stated by the General Manager).

During the strike at Doncaster,rte.77 ran through to the town,but did not pick up any passengers between Conisborough and Doncaster (inward),or set down any outward.

R.Banks, P.D.Fox, E.Wilson, P.Beardsley, P.Hanwell.

YORKSHIRE TRACTION A new NCME Atlantean is 643 (NHE 43F) It is reported that Royston depot is to close.

R.Banks D.Tummon.

YORKSHIRE WOOLLEN The ex.Maidstone and District Reliances are numbered 435-40 and have ch.nos.MU3RV225/47/68-71 and were new in 1954(435) and 1955(436-40)

SOUTHAMPTON 5/6 have chassis nos. MP2R161/2

SOUTHDOWN New are:

225-32/4-6/8/9/43/4 KUF 225-32/4-6/8/9/43/4F Bristol RESL
RESL1/196/200-2/7-10/2-4/8/9/23/4 Marshall B45F
1236/9-46/8/9 LCD 236/9-46/8/9F Leyland PSU3/3RT
800413/748/257/411/2/511/2/626/7/925/6 Plaxton C49F

MANSFIELD DISTRICT/MIDLAND GENERAL

Withdrawn are 101-4,211-5/64-74/95-9,535-41.Of these 101-4,264-74/95-9 were Midland General,the remainder Mansfield Dist. These were interchanged between the two fleets as follows:

Mansfield Dist.to Midland General : 211-5,535-41
Midland General to Mansfield Dist : 101-4,267-74/95-7
(264-6 were withdrawn but relicenced to Midland General)

The purpose behind this interchange is to enable Mansfield Dist. to convert its Newark area services to one-man-operation commencing 13th.May.

R.Banks, E.Wilson, P.D.Fox, P.Beardsley, P.Hanwell.

LONDON TRANSPORT An all red RM is in service (!) but the number is unknown (there are several RM's in service all red and operate from Highgate depot and whether this is

an experiment remains to be seen - Ed.)

RM 1663 was on rte.2 on 30/6/68 with a full rear destination display but only the route no. on the side blind.

R.Banks, P.Hanwell, P.D.Fox, P.Beardsley, E.Wilson.

MEXBOROUGH AND SWINTON Another Yeates bodied SB5 is 116 TDO 294 and is in full M. & S.livery (ex.Holme Delight and converted to OMO by Yeates before entering service - Ed.) 115 is DP44F and is still in Reliance livery

R.Banks P.Ireland

SCOTTISH SECTION

ABERDEEN New are:

15-24 JRS 15-24F AEC Swift Alexander B43D
(23/4 have chassis nos. MP2R173/4)

CLYDE COAST New and second-hand are:

(Shields) KSD 980F Bedford VAM70 450040 Duple C45F New 5/68
(Frazer) LLU 873 Leyland 7RT 502582 Met-Cam H56R
Ex.Ledgard 5/68.

GARELOCHHEAD COACH SERVICES New and second-hand are:

62-4 LSN 487-9F Bedford VAM70 Plaxton C45F New 5/68
69 LSN 426F Ford Transit
67 YVA 338 AEC Reliance 2MU3RV3448 Duple C41F
Ex.Hutchinson,Overtown 5/68
YVA 339 AEC Reliance 2MU3RV3449 Duple C41F
Ex.Corron,Durwegan 5/68
70 KCH 123 Leyland PD2/12 562931 Met-Cam H62R
Ex.Trent 780 5/68
RUF 74 Leyland PSUC1/1 564336 Beadle C41C
Ex.Southdown 1074 5/68

INDEPENDENTS SECTION

R.Banks, P.D.Fox, E.Wilson, P.Beardsley, P.Hanwell, P.Ireland

BOOTH AND FISHER MNU 82 was withdrawn in April

GREYHOUND,Sheffield : DRN 704 was withdrawn in April and went for scrap together with BSD 282 & KSC 550

HULLEY,Baslow ; KTC 551,Guy Arab III has been sold to a Burton contractor.

WIGMORE,Dinnington : 3538 WU,Bedford SB1 77735 Plaxton C41F was sold to Farrow,Melton in April

WEST RIDING : Wulfrunian 877 overturned into a field on 21/5/68 whilst on rte.183

GOSPORT & FAREHAM : The new Seddon Pennines are numbered

h)
39/42-7 MHO 190-7F ch.nos.42138-41/78-81 and have Strachan B40D + 18 bodies.

ANDERSON,Sheffield VWA 414F Ford Transit
BC05 HAC0591 Deansgate -12- New 5/68
BILLIES,Mexborough VWT 145F Bedford VAL70
455514 Plaxton C52F New 5/68
GILL,Sheffield CRC 518 Leyland PSU1/15
512768 Leyland C41C Ex.Wigmore,Dinnington 5/68
GRANT & McALLIN SPT 331 AEC Reliance
MU3RV492 Plaxton C41C To Hood,Thwing 5/68
HANSON,Huddersfield 412 OCK 312F AEC Reliance
6MU3RH7099 Willowbrook B53F New 5/68
LONGSTAFF,Mirfield UWY 837F Bedford VAS5
457427 Duple C29F New 5/68
MORGAN,Armthorpe DUG 166C Leyland PD3A/1
L41705 Roe H73RD Ex.Kippax Motors 5/68
DUG 167C Leyland PD3A/1
L41706 Roe H73RD Ex.Kippax Motors 5/68
MOSLEY,Barugh UWX 980 Bedford VAL70
454156 Plaxton C52F New 5/68
ROWE,Cudworth 6760 ET Bedford SB3
94672 Duple C41F Ex.Riley,Rotherham 5/68
SHARPE,Beighton GFU 383D Bedford VAM5
6832446 Duple C45F Ex.Florence,Morecambe 5/68
WILSON,Stainforth OUH 101 AEC Reliance
MU3RV915 Harrington C38F Originally Western Welsh 101,this was acquired by Symonds,S.Kirkby but sold without being operated.

BERRESFORD,Cheddleton

It is reported that this fleet have a contract with a Manchester scrap-dealer that when the dealer receives a batch of buses he gives Berresfords the first option on these,and takes Berresford's previous batch in exchange! Thus Berresfords can "renew" their fleet every few months at only a very minimal cost.The latest exchange was Berresford's ex.Salford Daimlers for some ex.Stockport PD2's as follows:-

					Stockport no.	
DJA 175	Leyland PD2/1	494343	Leyland	H56R	267	3/68
DJA 176	Leyland PD2/1	494345	Leyland	H56R	268	3/68
DJA 177	Leyland PD2/1	494379	Leyland	H56R	269	3/68
DJA 178	Leyland PD2/1	494612	Leyland	H56R	270	2/68
DJA 174	Leyland PD2/1	494342	Leyland	H56R	260	3/68
DJA 180	Leyland PD2/1	494611	Leyland	H56R	272	3/68

DJA 182	Leyland PD2/1	495532	Leyland	H56R	274	3/68
DJA 183	Leyland PD2/1	495784	Leyland	H56R	275	3/68
DJA 188	Leyland PD2/1	496368	Leyland	H56R	280	3/68
DJA 189	Leyland PD2/1	495783	Leyland	H56R	281	3/68

Other Berresford acquisitions

MRF 530F	Bedford VAS1	1881/B	Plaxton	C23F	**	
OHR 280	Leyland PSUC1/2	565741	Harrington	C41F		3/68
			Ex.Wilts & Dorset 905			
OHR 281	Leyland PSUC1/2	565743	Harrington	C41F		3/68
			Ex.Wilts & Dorset 906			

** Originally HAR 510C of Brunt,Hatfield this was written off.It was then completely rebuilt and re-registered as shown.

GREATREX,Stafford

MRF 963F	Leyland PSU4/3R	800852	Duple	C45F	New 4/68
MRF 964F	Leyland PSU4/3R	800853	Duple	C45F	New 4/68
MRF 965F	Leyland PSU4/3R	800851	Duple	C45F	New 4/68

HARPER,Heath Hayes

23 NRF 349F	Leyland PD3A/5	801752	NCME	H72RD	New	5/68

GREEN BUS,Rugeley

8888 LJ	AEC Reliance 590	2U3RA4302	Duple(N)	C45F	
	Ex.Jones,Pwlkheli				5/68

TRAM NEWS - D.Tummon

CRICH The TMS has been presented with a Czech tram - Olomanc no.61 ex.Prague by CKD-Praha(trambuilders).It is to arrive in 9/68

BLACKPOOL Because of the arrival of a computer,a renumbering has taken place:

Old no.	New no.	Old no.	New no.
225-8/30/3/5/6	600-7	224	610
264-71/82/3	611-20	284-300/2	621-38
304-12/4-28	641-64	281/72-80	671-80
T1-10	681-90	237-63	700-26
165/6 (TV Cars)	16/7	1 (grinder)	2
BUS 400	500		

Unchanged are most of the buses,PW bus 6,PW tram 5 engineering trams 3/4 and the tower wagons.

Numbered for the first time:

Blackpool Belle	731	Tramnick One	732
Western Loco	733	Western Loco Trailer	734
Hovertram	735	HMS Blackpool	736

Publicity bus (ex.Southdown) 1

j)

TROLLEYBUS SECTION

(See also Northern Trolleybuses)

BOURNEMOUTH Owing to delay in delivery of replacement vehicles the abandonment will take place in the first quarter of 1969.

Route 23 is still operating, and has not been discontinued as shown in last month's issue.

R.Banks P.M.Acton

TEES-SIDE The new Extension to Eston was opened on 31/3/68 and trolleybuses now have a complete circular route from North Ormesby - South Bank - Normanby - Eston - Grangetown - South Bank - North Ormesby. There are short workings to Grangetown via South Bank where the turning circle has still been left.

Overhead: The Normanby turning circle has been removed and all trolleys from South Bank turn left to Eston (where there are no turning facilities) As mentioned above Grangetown turning circle remains - this may only be for peak-hour duplicates as there is no mention of short-workings to Fabian Road on the timetable. The reverser at South Bank is no longer used, though still remains intact.

Livery: Most trolleys are still in the dark green TRTB livery, but 3,12/3/7/8 are in the new turquoise Teesside Municipal Transport livery.

Destinations: To Eston trolleys show 'Eston via Gtn' or 'Eston via Nby' (Grangetown and Normanby resp.) Trolleys also have Circular G (for South Bank-Grangetown-Eston-South Bank circular journeys) and Circular N (circular in opposite direction) on the blinds but these have not been seen in use.

P.M.Acton.

M.J.Tales items cont'd) Timetables 4d each
BMMO Stafford Area May 1965, Oct 1965 Worcester Area May 1964, Oct 1965. Southdown M.S. 1964.
6d each North Western Sep.1964 Red & White June 1965
W/S National June 1962, 1965 Wilts.& Dorset May 1957
Wolverhampton 1966 East Kent 1963 Devon General no.158
1/= each limited no.of Leyland leaflet no.800C Leyland passenger models.
10/= each Mint condition 'Buses Annual' 1964 1967
3/= each Seat headrest covers from Delaine coaches 53 (STL 707) Bedford/Yeates Fiesta C41F) withdrawn.
Set Green Bus (Rugeley & Uttoxeter) Bell Punch Tickets 19 different including 2 Miner's Weekly Values 1/6d

At this time of imminent strikes,and much unrest in the 'bus industry,we are publishing below an article kindly sent to us by member P.J.Thompson on changes proposed by the government,to which your comments are invited;

P.T.A.'s - SOME HYPOCRISIES EXAMINED

As an enthusiast with a "yen" for the old and past,my feelings about PTA's - as proposed by the Whitehall planners - should be predictable.I wish I had more hard facts on some matters to be mentioned further on,but by the time that's available,M & T News will have run through many more issues,and these creations of the Transport Ministry's dreamers will have been riveted upon us... Unless of course the Lords throw another suicide fit over the Transport Bill and our present economic situation gets so much worse as to stop even financially healthy operators like Stockport buying new vehicles.However,we can always pose a few questions and talking points to suggest to the Hon.Readers (yes,you!) lines of argument and further enquiry.

Let's delve into some political philosophy,first of all;the buses can come later.A constantly recurring plank in the Labour Party's election platforms and political pronouncements in general has been the "nationalization of the means of production and distribution",and further the integration and rationalization of all means of transport so as to secure the best use of resources in the interest of the community.This of course requires the elimination of "private interests" in transport,an industry which is seen as a "public utility" (like gas and water and electricity),and the attitude is that it's wrong to have private firms skimming profits out of the public's needs.Which is very fine-sounding stuff,except that transport is not as important as one industry which is surely of massive public significance and needing perhaps stricter regulation than it gets even now.But no-one(as far as I know) has proposed its nationalization in specific terms.I refer to all the firms involved in food production.

Another strand in socialist thought is that the rank and file of the population must (somehow) be consulted on most political decisions (as opposed to High Toryism which says that the majority must obey a minority which is born to rule,so let no-one in the Press and elsewhere

tell you there's little or no difference any more between the 2 main political parties).

The long-suffering Reader is now requested to bear in mind that the magic word "participation", used during the recent Paris and student upheavals, and then by Mr. Wedgwood Benn M.P. Now the PTA's will be run by boards on which will sit representatives from the local councils involved. This seems fair enough in theory, except for one thing; it's a regretable fact that the larger an organization, the more easily does it develop its own administrative momentum, regardless of what theoretical checks are put upon it, and so the more difficult it becomes to control it. On some occasions it's hard enough getting something out of a local council, and as for that devious and labyrinthine creation of the 1860's, the British Civil Service.

So, as democratic controls seem to have failed (and witness MP's bemoaning their powerlessness over the bureaucrats - this in the England, the home of the Mother of Parliaments and of constitutional democracy), perhaps it is better to maintain a system of local and more or less independent administrations, free to go their own ways to a certain extent which is pleasing to the bus enthusiast : i.e. the established local operators working in their own territories. It is very odd that Wedgwood Benn condemns the lack (or loss) of public participation in government and public affairs, yet his government is set on moving from elected local councils actual control over something which directly affects their electors - their bus fleets.

The basic idea behind PTA's is coordination, and no sensible person will deny the need for this in an industry like transport. But Whitehall assumes that coordination is only possible with large regional boards like the LTB, when, in fact, coordination between different bodies will come about if it is in their interests to bring it about. And it has in buses usually been the case that if it's in the public interest, then it's also in the operators' interests. The automatic assumption by the planners seems to be that the small unit is not in the public interest and is deficient in some way; and that transport areas which have grown up over the past 60 years by trial and error are somehow stupid and

irrelevant.The fact that these areas have been evolved by experience,and have evolved to suit local needs doesn't seem to cut any ice "upstairs".I don't suppose it ever will while we are ruled by doctrinaire nationalizers and "steamlining" planners whose watch-words appear to be "standard","tidy","same" and the like.

For consider how dangerous is this attitude I've just described;it goes against all our traditions of self-government,which over the centuries have grown up by trial and error and experience.No one planned it and fitted things in neatly - like Topsy,"it just growed," and although things are untidy,English public life has had a quality and tolerance for eccentricity (though alas bus fans may not always find this so) that is conspicuously lacking in other countries.

Even worse are Mrs.Castle's condemnations of the present set up :(i)boundary problems,(ii) small fleets and areas (iii) "fragmented management" not serving the public.

The first seems a reasonable objection (e.g.tying up staff to work out the respective shares in joint route receipts and mileages) until it's remembered that the boundary problem would still exist under a PTA ; it would merely be pushed to the outer fringes.It's said that boundaries cause problems when there is a strike among one operator's men.However,I fail to see how a PTA would solve this;perhaps the strike under a PTA would be universal,in which case there would be no boundary problems because there would be no buses out anywhere at all! I reckon that there would still be "depot operating boundaries" even within a PTA,and here I would like to know what happens on LTB if one depot goes on strike.Do other depots working on these routes "jointly" with the striking depot turn round at some agreed points?

As for clerical staff and the joint route receipts and mileage aspect,I would think that LTB has a fair number of white-collar staff tied up sorting out how much each depot is earning,and what its share of receipts is on a route(s) worked with other depots : i.e. exactly the same sort of calculations as performed by the present system.This work would require even more staff if new PTA's introduce all sorts of crew-area routes.At any rate,such a "managerial cost" complained

about by the integrators will still be required under a PTA's internal audit system. However I must be fair and admit that Whitehall did not specifically hold up LTB as a paragon of PTA performance and management. But beware, because any "empire builders" let loose on new PTA's might probably fall hook line and sinker for some of LTB's less successful ideas and assumptions. I don't want to be too hard on LTB (for one thing, they are sensible enough not to be esduced by the harebrained idea of universal one-manning throughout the operating day) but it is true that the Board has spent much resources producing its various "standard London bus" types over the years. While successful enough technically, modernity has never been their strong point, and the Routemaster is perhaps the best example, developed from 1953-56, at a time when Leyland brains were developing the Atlantean. And now, nearly 10 years behind the provinces, comes the FRM.

Which brings me to (ii), where I do not think small fleets are a disadvantage, from experience of Stockport, Ashton, SHMD and the like. If the opinion of a very astute transport executive I once heard is true ("I've never yet met anyone capable of running really efficiently a fleet bigger than 500-600 vehicles..!") then large fleets are a distinct liability. Certainly they lead to large orders for standard designs which take ages to clear when they become obsolete, and so lead to a high % of elderly rolling stock (Brussels pre-1920 trams, Paris central buses, London and Manchester) still in service to work off its capital debt costs before replacements can be hire-purchased. This can be interesting for the enthusiast, but not if everything is rigidly standardized. The Paris and London underground systems are also characterized by ancient rolling stock, from the District Lines 1923 stock, to the evn older stuff (pre-1914??) on some Paris metro-lines.

The third accusation is the most contentious because it's most vague and diffuse : an example of a sweeping and superficial (not to say hypocritical) Whitehall judgement. My main grumble was that Mrs.C. was (when Minister of Transport) never very precise on this one.

Did she (or more correctly, her advisers and the D.E.A. planners) mean a lack of cross-town and joint services? If so, did no-one tell them of all these "marathons" that criss-crossed Manchester between 1928 and 1935, and which

were suppressed at the behest of the railway companies, where unjustified objections were successfully upheld by a Labour-created system of Area Licensing Authority Traffic Courts? The bus system then was just as "parochial" as it is now, but that did not stop the inter-running 40 years ago. At this point I note the supreme irony that our one PTA of long standing, the LTB, is now actually cutting up quite a few lengthy "trunk" services simply because of traffic congestion! And a government MP was recently so naive as to suppose that a Manchester PTA would allow his wife to use only one bus to travel from a Stockport suburb to Oldham!

Did Mrs. Castle mean delays on the road? In which case merely to set up an LTB type organization will not solve this, unless a PTA has powers over the use of roads by other (non-bus) traffic. But no official suggestion to this effect seems to have been made. Unless a government decides to "go the whole hog" and make PTA's extend literally to all passenger transport and therefore give PTA's the power to levy road-pricing on private motorists (and hauliers), then the PTA is almost worthless. But to move in this direction is not expedient because every driver is also a voter. The existing system could do its work efficiently if the roads were somehow unclogged. this is the real problem, about which our rulers are unwilling to decide, and PTA's are a kind of "face-saver", to give the appearance of things being done. The existing system could also perform as an integrated whole by means of a local coordinating committee for each conurbation, which could persuade existing operators to cooperate on new joint services or to provide services via different routes. The power would still be exercized through the existing Area Licensing Authorities (i.e. Traffic Commissioners) who could use their power over road-service licence renewals as a lever to back up their wishes and suggestions. But no, the current Transport Bill disregards the Commissioners, and seems to seek to by-pass them.

There is an interesting and odd contrast between now and the 1930's; at that time the London municipalities and companies lost their own systems, and the Green-Line network of interurban express bus routes was set up. Yet simultaneously in Manchester a similar network of routes was smashed by the decision of a Government agency. Now, in

the late '60's, the LTB is "de-trunking", and is about to be given back to municipal control, while in Manchester and other areas municipal control over local passenger transport is to be abolished, and autonomous boards to be set up, ostensibly to provide coordinated trunk services. An odd, odd world.

The present fragmented system at least prevents the spread of mistaken ideas all over a large (conurbation) area. For instance, I am far from convinced that Manchester C.T.D.'s blithe talk about "route corridors" and "universal one-manning" is well founded. Route corridors deny the fact that people do not always make journeys that can be neatly patterned on straight-line or "grid" route layouts. It often seems more useful to think in terms of a "pincer" formation. Universal OMO throughout the entire operating day remains to be seen and tried before the cry of success goes up. Under the present system the rest of the M/Cr. conurbation is protected from strikes and from these experiments by local boundaries, so that if MCTD breaks its back and loses many passengers in its OMO venture, at least (at the moment) only MCTD will be hurt. My own view is "OMO-yes, but only during off-peaks. People want a competitive speed, not merely just to get there. As for economies, if North Western can make a 2-man DD and half-hourly service between M/Cr and Macclesfield pay its way, I'm sure MCTD (with its much greater density of population) cannot complain of lack of customers forcing OMO onto it. Of course they may well end up by driving most of these customers away... A 1964 report by MCTD seemed to try to show that OMO systems were all the rage in Europe and were used on the "Backbones" of all the major systems. But note that the newest Paris buses have a seated conductor (with cash desk) at the rear entrance. Fast OMO-ing seems practicable only on trams, for obvious reasons (Brussels routes 4 & 6, and others). If transport were paid 100% from the rates, then all you would need is a driver, but as long as it's pay as you ride, and as long as the peak hour congestion problem afflicts us, then there will always be a place for the "conny".

If PTA's are instituted, enthusiasts will lose a lot in areas of much inter-running, although the first months will probably be of intense interest before the grey fog of standardisation envelopes everything. Those whose

bureaucratic minds itch for tidiness will see the PTA as good;but beware that administrative "convenience" does not prejudice the public interest.The loss of various liveries will be one little pageant less on the streets;yet does the average traveller notice the different colours? It's doubtful if they even read what's up on the indicators! (and I'll tell you some stories about this some other time).

So the enthusiast is on his own here,unless he can show the average passenger that PTA's will not mean miracles but higher costs (especially salaries,as new-titled jobs are set up),and a period of muddle,and that present difficulties are,in the main,caused by something which even the new PTA's won't have power to control.

Until recently governments paid little attention to passenger transport,except to regulate it and tax it; constructive help and encouragement there has been little. Now that increasing traffic congestion has forced government to look at urban planning and transport in general,public passenger transport has found itself right in the firing line of government action.The tragedy is that such action as is proposed does not seem quite what is needed.The watchword should be "liberate what was once free and efficient" and not "confuse by merging and meddling."

A SURVEY OF BRITAIN'S REMAINING TRAMWAYS

by.D.Tummon.

1.BLACKPOOL

This is possibly the best known of Britain's remaining tram systems,and in some ways the most progressive.All trams in service(except for the illuminated cars) are of the central entrance pattern with two saloons as pioneered in the 1930's.This pattern was similar on the corresponding double-deckers,with two staircases;and also similar to that on MET 331 at Crich and various Sunderland cars.Also of interest are the trailer cars.

Before the 1930's the fleet was large and varied incorporating cars from the Blackpool fleet and the Blackpool and Fleetwood Tramroad Co.Routes operated were:

Starr Gate - Fleetwood (& short workings)
Squires Gate - Talbot Square Talbot Square - Layton

Central Stn.via Central Drive - Royal Oak or South Pier
Talbot Sqaare via Marton & Central Drive - Central Stn.
Talbot Square via Marton - Royal Oak or South Pier
North Station - Fleetwood
Circular Tour via Promenade,Squires Gate & Marton.

In addition Lytham St.Annes trams ran from Lytham via St.Annes,the Promenade or Lytham Road to Talbot Square.

In 1933,a modernisation scheme was embarked upon,and the first 'modern' trams were obtained.These eventually included three varieties of saloons,enclosed double-deckers and both double and single-deck open toppers(the former were later given top covers).Several Standard double-deckers were enclosed and modernised.All the old types, except the standards,pantograph cars and works cars,were scrapped.Track relaying now made provision for 8ft.wide cars.The Central Drive and Layton routes were converted to bus operation in 1936,and in 1939 the Lytham trams creased running.

Post-war all tracks were far enough apart for 8ft. wide trams,and in 1953 the Coronations were built.In 1961 the Squires Gate via Lytham road tram route was replaced by buses.In 1962 experiments were made with a tram and trailer set(275/6) and subsequently an order for 10 trailers was given to MCW.In 1962 thw Marton route closed,and the Dickson Rd.Part of the North Station to Fleetwood service in 1963.Following this all but one of the first 'modern' saloons,all standards,pantographs, Marton Vambacs and various other odd cars were withdrawn. The fleet now stands at: (See fleet list in earlier issue of M & T News)

24 Coronations 10 trailers
18 Brush Cars 1 Railcoach(Type 1) 10 trailer towing cars
10 Railcaoch(type 2) 8 open-boat cars 14 Balloon DD's
13 ex-open top Balloon DD's 6 Works cars
6 illuminated cars TOTAL 120

The only route now operated is thus Starr Gate to Fleetwood with short-working shuttles,Promenade tour and tour of the illuminations.The illuminated cars operate occasionally during summer,as well as during the illuminations,although often by day.The 'boats' are used infrequently,although they have been used in the past on tours of the illuminations.

To be continued next month.

NORTHERN TROLLEYBUSES

See also news on Page j.

The main event this month was the final closure of the Huddersfield trolleybus system - for many years the nearest system to most of our members. The SOES tour on Sunday 7th. July visited Huddersfield, and some participants stayde behind to take part in a final trolleybus tour orgainsied by the Huddersfield Trolleybus Preservation Society and B.U.T. Preservation Fund.

On Saturday 13th the town was again visited for final rides and photographs, and the following is an account of the last runs for Huddersfield's trolleybuses

THE END OF ANOTHER SYSTEM - 13/7/68

From the first trolleybus leaving depot on the Saturday morning, local enthusiasts had been out sampling these fine vehicles for the last time. Only two trolleybuses were sent out for service - 629, which operated rte. 73 Waterloo-Outlane, and 640, working the 71 Waterloo-Lindley. All other workings on these services were by new Fleetlines. From 7.30 a.m. members of the National Trolleybus Association toured the system in their preserved Huddersfield trolleybus 541, covering all wiring a number of times.

As the day wore on more and more enthusiasts poured into Huddersfield until the routes were lined with photographers, waiting patiently for one of the 3 trolleys to come into view. All service journeys were loaded with enthusiasts, many acquaintances from earlier last days meeting once again.

At about 11.10 640 left town for Lindley with a no. of SOES members on board. As it happened this was her last visit to Lindley, as, after returning to Waterloo she broke down in Westgate and had to be towed back to the depot. Luckily another trolleybus - 638 - was sent out to replace her, and this operated two more runs to this 71 terminus. Meanwhile 541 had come to the end of its tour, and returned to depot, the NTA members joining others on last service runs. 629 continued to glide to and from Outlane and Waterloo, each trip turning more and more into an enthusiasts tour - to the great amusement of the West Indian conductor. At least from 11.00 a reserve trolleybus - 627 - had been parked in St. George's Square; this proved very useful for those wishing to take time over an accurate still photograph.

Because of losing time through running from depot 638 did not return to Waterloo after her first Lindley trip, but terminated in St.George's Square for another Lindley run.This was to be the fianl Lindley journey and was packed with enthusiasts.At Lindley the crew turned the blinds to read 'Waterloo',but on her arrival in town 638 was sent by an inspector back into the Square,passengers who had booked through being transferred onto a Fleetline (needless to say no enthusiast transferred).In the Square 638 pulled in behind 627,which left almost immediately for Westgate. 629 was now on her penultimate run to Outlane,and 627 pulled in front on the stand to duplicate her for the large crowds wishing to sample this trip.

The arrangements for the final run were now beginning to take shape.At 2.15 626 entered town from the depot and moved into the Waterloo stop in Westgate.For the previous few weeks the 2.31 trip to Waterloo had been advertised to the public as the last service trolleybus run,and thus a large queue had accumulated for this,626 forming the first duplicate to this final run.Meanwhile the specially decorated trolleybus - 623 - had pulled into the Square (at 2.20),where the General Manager,Lord Mayor and Town Councillors were waiting to board her.Quite a bit of work had gone into the illuminations on this bus,and it was gratifying to see that the Corporation did not intend the trolleybuses just to die away unnoticed.

626 had now taken a full load for her final run,and left Town for Waterloo at 2.25.At the schedule time of 2.31 627 and 629 returned from Outlane and picked up all remainigg enthusiasts.Having taken her VIP load,623 came out of the Square to follow 629,and the last run over Huddersfield's trolleybus route had begun.626 kept some way ahead of the other three,and arrived back in town well in time for the final run to Outlane.Again a fair-sized queue had built up,and 638,rested after her last Lindley run,now came from the Square and pulled in behind 626 to take this queue.The final procession was now complete, the steep hill via Marsh to Outlane proving no obstacle for the five trolleys as follows: 626,638,627,629 and bringing up the rear,covering wires which would never again see a trolleybus - 623.Although the first four were officially on normal service the crews were mainly old servants who had worked on trolleys for many years,and who realised also that the end of an era had come.

And so the procession reentered town,and the buses turned in the square to take the wires to depot.623 was not to go with the others - the towing wagon awaited her arrival in the Square to take her to Great Northern St. Works so that her illuminations could be removed. Enthusiasts were allowed to travel to depot,and the crowds outside the entrance grew and grew as each trolley unloaded its passengers,and the bus glided for the final time through the doors,closely guarded by inspectors.Finally 629 turned the corner,the last of them all,and was immediately surrounded by all,anxious for a last picture.Then,at about 4.15,she was guided onto no.4 depot stand,the very last trolleybus to run in Huddersfield,and so came the end of yet another system.

At first glance it seemed ridiculous for the Corporation only to schedule two trolleybuses on the last day. However,as the end came it became apparent that this had led to a very efficient arrangement,a further duplicate being added in town to each of the last journeys so that everyone had a chance of riding on a last service working, and I feel that,on the whole the Corporation are to be commended on the way this was planned.

LAST WORKINGS.

Short working termini - i.e. Moldgreen,Marsh,Salendine Nook Schools,Salendine Nook Reverser - 541 on NTA tour.

Marsh to Lindley - 638

All 'main-line' Waterloo - Outlane - 623(decorated)

St.George's Sqaare to Longroyd Bridge Depot and the very last trolleybus to run in Huddersfield - 629.

Throughout the last week commemorative tickets were sold on all service journeys,and special brochures obtainable at Transport Offices.

Possibly three trolleybuses are to be preserved - 619 by the B.U.T.Preservation Fund,631 by the Huddersfield Trolleybus Preservation Society,and a second Sunbeam by the National Trolleybus Association(no.not certain - 639?)

TROLLEYBUSES OF THE SOUTH - H.Woolford.

BOURNEMOUTH (cont'd)

Vehicles

200/1/2 (Sunbeam MS2/Park Royal OT69R)

In 1939 these trolleybuses were part of the original batch,but in 1959 were converted to open-toppers,having a timber upper-deck and the front staircase removed.

The last,no.202,was withdrawn in 1965,but is preserved at Mallard Road by the National Trolleybus Association.

203-33 (Sunbeam MS2/Park Royal H56D)

These formed the second part of the original batch,but retained their original H56D bodies with dual staircase, entrance and exit layout.They were withdrawn between 1958 and 1962,being replaced by the new Sunbeam MF2B's,but no. 210 has been preserved by the Reading Transport Society.

234-57 (BUT 9641T/Weymann H56D,234-43 - H68D)

These were introduced in 1950 to help with increased traffic.All were withdrawn in 1966,this being the first major withdrawl by Bournemouth.No.246 has been saved by Mr.Cromwell of the N.T.A.

258-87/95-303 (Sunbeam MF2B/Weymann H63D,295-303 - H65D)

These were the last all-new British trolleybuses to enter service,replacing the original Sunbeams between 1958 and 1962.Nos.301 and 302 were the last of the batch to enter service (1/11/62),and 301 is hoped to be preserved by the National Trolleybus Association.Some have already been withdrawn : 258-67 early 1967
276/7/8/81/2/3/6/7 late 1967.

The final survivors(nos.268/9/70/1/2/3/4/5/9/80/5/95-303) were due for withdrawl in 1968,but owing to a motorbus shortage abandonment has been delayed.

288-94(BUT 9611T/Weymann H56D)

These were the only second-hand trolleys,coming to Bournemouth in 1959 from Brighton.They were withdrawn in 1964.None of them have been preserved,but one of their sisters,Brighton,Hove & Dist 6340 has been saved from the scrapyard by Mr.A.Belton of London.

REGISTRATION NOS.

200-2 ALJ 694/5/6	203-33 (unknown - details please)
234-57 KLJ 334-57	258-77 WRV 258-77
278-87 YLJ 278-87	295-303 295-303 LJ

THE END Until 1964 Bournemouth seemed a safe home for the trolleybus, especially with the arrival of the new MF2B's. But now even only 20 of these remain, and the BUT's exist only in fleet lists and memories(+ 246) Within a year the last few will go(some only 6 years old), thus ending the system where I first saw a trolleybus in 1962.

PRESERVED BRITISH TROLLEYBUSES
MANCHESTER 1344 - Part 4

1344 had returned to Oldham after her triumphant last day. With the profit made from this tour, along with contributions from individuals, and the permission of the Buckley Wells Bus Enthusiasts to use their share of the profit, Ashton 87 was purchased, and with the growth of the group the name was changed to the Northern Trolleybus Society. Arrangements were also made for the purchase of Oldham motorbus 231, which the Oldham General Manager donated at a much reduced cost.

But this was to be a turning point in the success of the group, for, around Easter 1967 two of the committee members decided they were spending far too much on trolleybus preservation, and were intent on cutting down this expense. After some argument Ashton 87 was sold to Mr. A. Belton of London (the full story of Ashton 87 will appear in a later issue), and in the short term this appeared to ease the tension somewhat, though on occassions one member suggested disbandoning the group altogether.

However another engagement had been arranged for 1344 - she was to appear in an exhibition in Manchester's Wythenshawe Park. This gave a brief renewed interest in the bus which was cleaned and polished for another run out. She was towed to and from the park by a Manchester Transport lorry, and on the Saturday of the exhibition was studied and admired by many local residents.

But Oldham's depot was soon entered once more, and the cries of 'sell the Society' began again to rise from the Manchester committee. The more they convinced themselves of the need for this, the more the imagined problems of running the Society grew. One of these was 1344's future at Oldham. Mr. H. Taylor, the General Manager here had been very kind in keeping the bus so long, but the site was

only temporary and an alternative had to be found.This was only right,and when the Reading Transport Society acquired a disused chapel at Belton,Lincolnshire,and offered 1344 a covered home here,the opportunity was too good to miss.A date was arranged for her removal and, through the towing firm's vehicle having an accident a few days before the tow,the RTS sent up their Dennis Lancet single-deck to take her.The tow is again another story,but here,to my mind,another fatal mistake of the NTS was made for,instead of immediate payment for the move the NTS agreed that 1344 could be included in the Reading Transport Society's fleet list,but still to be sponsored by the NTS.

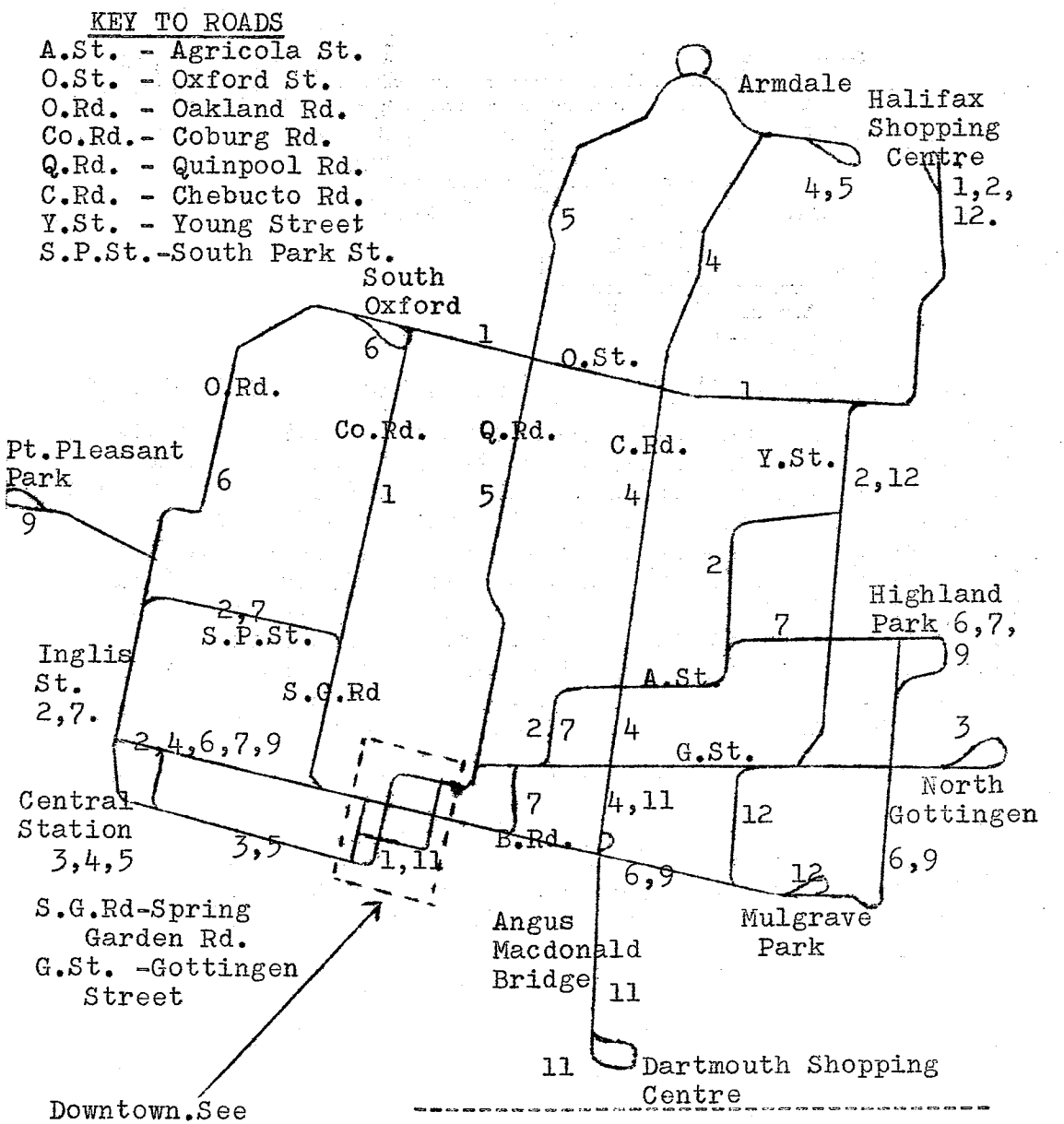
After the Summer of 1967 the atmosphere between the Manchester and Sheffield representatives on the Society became more and more heated,and both began working separately.Those in Manchester had decided that the end of the NTS must come,and attended a meeting with the Reading Transport Society in Reading which arranged that the NTS was,more or less,to become a branch of the RTS, and no further members would thus be admitted,existing members being advised to join the RTS.Meanwhile,in Sheffield,this not being known,an advertisement for the group was sent to 'Buses Illustrated' to try and rebuild enthusiasm.When these both came to light naturally tempers flared,and with the promise to the RTS it was decided that the group must split,all members going into the SOES,with the Northern Trolleybus Society existing in name only for the two Manchester committee members, who retained Oldham 231 and sponsored 1344.

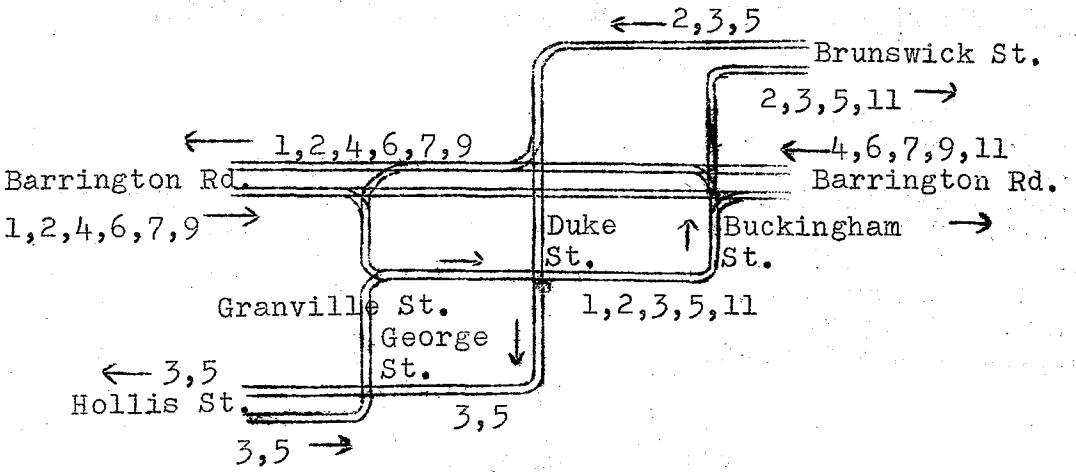
This was not quite the end,for one of this committee finally decided,at the beginning of 1968 that he was having nothing further to do with 231 and 1344.This left one person saddled with responsibility for two buses. This was too much,and further correspondence with the RTS decided that the NTS should cease and form a branch of the Reading Society.231 was not wanted,and was therefore sold to the SOES and 1344 remained with the RTS.

1344's future still stands uncertain.Most probably she will stay with the RTS and pass eventually into their proposed working museum,though it has been suggested that she be brought back to Manchester and included in a proposed Manchester transport museum in Heaton Park, Manchester. Only time will tell!

THE TROLLEYBUS SYSTEM OF HALIFAX, NOVA SCOTIA, CANADA.

(by.D.Careless)





TROLLEYBUS ROUTES OF THE NOVA SCOTIA LIGHT & POWER Co.LTD

1. Hfx.Shopping Cntr.-Oxford St.-Spring Gdn.Rd.-Downtown
2. Hfx.Shopping Cntr.-Agricola St-Gottingen St.-Inglis St.
3. Central Station-Hollis St.-Gottingen St.-North Gottingen
4. Central Station-Barrington Rd.-Chebucto Rd.-Armdale
5. Central Station-Hollis St.-Quinpool Road-Armdale
6. Highland Park-Barrington Rd-Oakland Rd.-South Oxford
7. Highland Park-Agricola St.-Barrington Rd.-Inglis Street
9. Highland Park-Barrington Rd.-Pt.Pleasant Park
11. Downtown-Gottingen Street - Dartmouth Shopping Centre returning via Barrington Rd. to Downtown
12. Hfx.Shopping Centre -Young Street -Mulgrave Park.

rtes. 8 and 10 are motorbus services.

Well, that's all for this month, don't forget to send Robert Banks all your news and observations ready for next month's issue (by August 15th. please).

Yours sincerely,

D.E.Vickers
Secretary

R.Banks
Editor

M.Q.Craig
Treasurer.